

ATTEMPT TO END STRIKE A FAILURE

Four of the Five Propositions Submitted Were Acted Upon at the Conference Yesterday

Deadlock on The Fifth Proposition

Negotiations End on Demand of Employees That Conductor Cowan Must Be Reinstated

Officials Charge Insubordination; Men Say Menace to Life.

Only Ray of Hope Is That Grand Lodge Officers May Order Men Back to Work Pending an Investigation.

Oct. 3, 1907.
Mr. John W. Brock,
President Tonopah and Goldfield Railroad Company.
Dear Sir—In reply to your ultimatum to the effect that all train and engine men must report for duty by 10 p. m., we herewith enclose our final reply. We will be ready for service at the time stated by you, provided W. B. Cowan is fully reinstated by that hour.
By order of the committee.
CHAS. SCHRADER,
Chairman.

This was the answer of the train employees to the ultimatum of President Brock that the men return to work at 10 o'clock last night or consider themselves no longer in the employ of the company.

This is the rock upon which they split, which means that the night closed with the settlement of the strike as high in the air as ever. President Brock and Superintendent Hedden were in conference with a committee of the men from noon until 5 o'clock in the afternoon. The entire situation was gone over, and of the five demands submitted by the men, four were agreed to. The reinstatement of Conductor Cowan, Mr. Brock would not agree to. Cowan was present at the conference, and his story was heard. His contention was that he regarded it as unsafe to take out the ore train with only two brakemen. The committee made the same contention, but to no avail.

"The offense of insubordination is one that a railroad company cannot overlook," said President Brock. "Mr. Cowan cannot go back to work on this road."

With four of the propositions straightened out, and the fifth thus disposed of by the president, Mr. Brock gave the men until 10 o'clock last night to return to work, and so the long conference ended.

The railroad employees, to the number of about one hundred and fifty, met last night in Miners' Union hall, and the proposition of returning to work, according to the Brock ultimatum, was discussed and voted upon. The result of the meeting was that the men refused to return to work unless Conductor Cowan was reinstated.

Shortly before 10 o'clock, the committee called at the railroad office, where President Brock and Superintendent Hedden were waiting to hear their reply. The communication was sent into the private office and the men waited for ten minutes, and receiving no reply from the inner office, took their departure.

There is a ray of hope, which may bring about a speedy settlement. The lodge officers of the various unions may order their members to return to work, for the reason that the strike was unauthorized by the unions. There were rumors on the streets yesterday to the effect that such orders had already been received, but this is denied by the men.

The men take the stand that in striking that they did not act as union men, but as individuals, therefore it is not a union matter. To the public this looks like a distinction without a difference, but those of the men who were seen claim that they are within their rights in the premises. The constitution of the unions of all the trainmen provides that there shall be no strike until it is declared by the majority vote of the union. Before this can be done any man who thinks he has a grievance must submit to the railroad; then if he does not receive satisfaction, according to his idea of justice, he shall appeal to the grand lodge. A member of the latter shall inquire into the matter and if he be unable to adjust the difference, he shall report to the local union and a vote taken as to whether there shall be a strike.

While the employees declare that they are acting as employees and not as union men in the matter, some of them agree that the national lodges may not take the same view of the matter, and may not stand for the fine distinction that they are making. They say that the national unions have not been notified by them of the strike. On the other hand, the railroad company has the right of appeal in the premises, and this is taken to be the method of procedure on the company's part if the move has not already been made.

If the national lodges do not step into the breach, it is hard to say where the trouble will end. President Brock declares that under no circumstances will he permit the return of Cowan to the employ of the company, and the men say that they will not return to work until the discharged conductor is reinstated, and with both sides equally determined, it looks like a long drawn out battle.

A committee from Goldfield is coming here this morning to wait upon Messrs. Brock and Hedden to demand of them that they operate the road, the lack of operation being more distressing to our neighboring city than it is to Tonopah.

As far as supplies in Tonopah are concerned, they are running very short. There was no coal left in town last night, and the amount of

wood for fuel is very slight. The supply of fresh meat will be exhausted today and there are few fresh vegetables in the town. Wells Fargo & Co.'s express sent a big wagonload of supplies to Goldfield yesterday. Tonopah could ill afford

the supplies, but Goldfield needed more than we, so they were sent.

Automobiles are going out in all directions. They have been going to Goldfield for the last two days, and now they are starting for Mina. The first machine that went to Mina,

charged \$75 for the trip, but the owners of the machines were more reasonable yesterday. The price was reduced to twenty dollars a seat, with the stipulation that six people constitute a load. Quite a crowd went out yesterday afternoon to connect with the Southern Pacific train leaving Mina in the evening. There is another crowd to leave this morning, starting from here at 7 o'clock.

It looked like the old days of Tonopah and the early days of Goldfield's discovery to see a six-horse stage coming in here on the run from the city across the desert. The stage was filled to its capacity at five dollars a seat. Autos coming at ten dollars a seat from Goldfield, and departing at the same rate, was another feature of the strike.

The depot looks like a big railroad, for there are cars as far as the eye can reach. The trains are where the crews left them. But everything is quiet at the depot, for the strikers have avoided their old stamping ground since they threw up their places.

Five Propositions Submitted

At the conference yesterday afternoon between President Brock and the employees, five demands were submitted. They are as follows, with the action taken upon them:

First—That Road Foreman of Engines Hardy be discharged. Left for investigation by the company and the committee of employees, and if charges against Hardy be sustained, the company to take action.

Second—Relative to the hospital association. Company's proposition accepted.

Third—That Engineer Calvert and Fireman Donald be reinstated. Same action as in Hardy's case.

Fourth—That Conductor W. B. Cowan, who was discharged for refusing to take out the ore train, be reinstated. Refused by the company.

Fifth—That the authority of Chief Dispatcher Cherry be defined. Settled satisfactorily to both sides.

Statement of the Employees

The strike was not the immediate result of the dismissal of Conductor Cowan. The real movement in this trouble was our objection to Road Foreman of Engines Hardy, and the attitude of the railroad in regard to the Hospital Relief Association. These matters were about to be taken up when the Cowan matter happened. Cowan refused to take out his train for the reason that he considered it unsafe to operate it down the hill with only two brakemen. For his refusal, he was dismissed from the service. Other conductors likewise refused to take out the train, giving as their reasons the same objections as had been advanced by Cowan. They were not discharged, as was Cowan.

We have refrained, heretofore, from making any statement, for the reason that we believed that the trouble could be fixed up with President Brock today, but thus far we have been unable to reach an agreement with regard to the status of Conductor Cowan and there seems to be no chance of a settlement tonight. We wish to state to the public that we deplore as much as anybody else that this condition of affairs has arisen, but we believe that the public will agree with us that we have met the company more than half way, and that our demands are just and reasonable.

THE COMMITTEE.

Managed to Run Blockade

Jack McQuillan returned from the coast on Thursday night. Mr. McQuillan and several ladies were stranded at Mina and were given a boost to Tonopah in the private car of President Brock.

Judge Malone, who tried the Smith Preston cases in Goldfield in the spring, was a passenger by auto yesterday afternoon. He was accompanied by J. F. Douglass, and the two went on to Mina to make, if possible, connections with the Southern Pacific at Mina for Reno, where the judge has a case set for tomorrow. Judge Malone occupied the district bench at Denver until last January, since which time he has been engaged in the practice of his profession.

Mass Meeting Held at Goldfield Appoints Committee to Wait Upon Brock and Hedden With Demand That Traffic Resume.

(Special to the Bonanza.)
GOLDFIELD, Oct. 3.—A mass meeting was held here tonight to voice the protest of the people against the continuance of the strike that has tied up the road for the past three days.
The meeting took place in the

rooms of the little stock exchange at Hall and Columbia streets, and the place was packed to suffocation. The meeting was called to order by former Senator H. V. Morehouse, acting president of the Chamber of Commerce, under whose auspices the gathering was held. A number of speakers addressed the meeting, and there were some very bitter language indulged in.

The condition of Goldfield was

pointed out to those who may not have known how things stand here. A frightful condition of affairs will follow if the strike is not speedily raised, and it was agreed to send a committee to Tonopah to wait upon President Brock and Superintendent Hedden to demand that some action be taken looking to the speedy operation of the road. It was left to Senator Morehouse to name the committee, which he did subsequently,

and the committee met later in the rooms of the Montezuma Club. The committee comprises the following: H. V. Morehouse, chairman; J. P. Loftus, Arthur Weber, A. M. Daie, Walter C. Stone, L. H. Rogers, Thos. D. Murphy, John S. Cook and C. J. Nagle.

These gentlemen, representing all Goldfield, will place before the railroad officials the conditions existing here, which should be already known

to Messrs. Brock and Hedden, and will urge upon them the great necessity of an immediate settlement of the trouble. They will demand that the differences be patched up temporarily until matters can be straightened out. The situation here demands that some such action be taken, for there is really distress in the city for lack of supplies.

Communication has been had with the officials of the Clark road by

wire, and General Agent Knight is coming from Los Angeles with all possible speed. The Clark road has been completed to within ten miles of Goldfield, and it is proposed to run an accommodation train on that line and then put on teams and autos from the terminus into the city. Meanwhile the intervening ten miles of road is to be completed as fast as possible, when Goldfield will be independent of the Brock road.